speak together? ...*(Interruptions)*...

SHRIMATI MARGARET ALVA: Madam, I am putting a specific question. We know the procedure. No State Government can get money directly without the Government of India being involved.

THE DEPUTY CHAIRMAN: That is what I asked from him.

SHRIMATI MARGARET ALVA: I want to know from the Minister whether there has been a change in policy since they came.

THE DEPUTY CHAIRMAN: No, no ...*(Interruptions)*...

SHRIMATI MARGARET ALVA: I want to know whether the States have a right to get money from wherever they want. Madam, this is the neglected Jharkand area for which the Government of Bihar is responsible. The Bihar Government does not know where the money has gone. Half of the money that is coming is being eaten up in one scam or the other. ...*(Interruptions)*... Madam, even this money has gone into somebody's pocket and they don't know where the money is. I charge the Government of Bihar with having misused this money. The Bihar Government has eaten it up as part of their scams. That is why they don't know where the money has gone. You tell us as to where the money is ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: Have some order in the House.

SHRIMATI MARGARET ALVA: Road scam, medicine scam, everything is there ...*(Interruptions)*...

SHRI T.G. VENKATRAMAN: Madam, I want to submit one thing.

THE DEPUTY CHAIRMAN: Order in the House, please ...*(Interruptions)*.

डा.वाई. लक्ष्मी प्रसाद: स्कैम की जिम्मेदार तो कांग्रेस पार्टी है ...**(व्यवधान)**...

श्री रामदेव भंडारी: इसका इस प्रश्न से कोई ताल्लुक नहीं है ...**(व्यवधान)**...

THE DEPUTY CHAIRMAN: Bhandariji, let the Minister answer.

SHRI T.G. VENKATRAMAN: Madam, there has been no change in the policy. Whatever information the Member wanted, I have already submitted. I don't have any further information. Whatever further information is required, I will collect it and place it before the House ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: Okay. The question is transferred to next week ...*(Interruptions)*...

Now, no further discussion on that. If you want to discuss it, then you give a separate notice for that ...*(Interruptions)*...

SHRI AJIT P.K. JOGI: Madam, have you postponed it for the next week?

THE DEPUTY CHAIRMAN: Yes, I have postponed it for the next week.

Report of the National Transport Policy Committee

*182. SHRI SANJAY NIRUPAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a National Transport Policy Committee was set up by his Ministry;

(b) if so, the details of the terms and reference to the Committee; and

(c) whether the said Committee has submitted its report, if so, the broad recommendations of the Committee?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) to (c) A statement is laid on the table of Rajya Sabha.

Statement

(a) The National Transport Policy Committee was set up by Planning Commission vide Government

Resolution No. T&C/3(15)77 dated 26th April, 1978.

(b) The terms of reference of the Committee were:—

(1) To propose & comprehensive National Transport country for the next decade or so, keeping in view the priorities set out in the Five Year Plan. In formulating such a policy, the Committee will:

— Recommended an optimal inter-modal mix of different systems and also suggest appropriate technical choices within each system, keeping in view the need to generate maximum employment potential; and

— Suggest organisational, administrative, fiscal and legal measures required for Planning, implementing, monitoring and evaluating programmes formulated for giving effect to relevant components of the National Transport Policy by the Central and State Governments and major transport agencies at both the National, State and local levels.

(2) To identify the areas in which the data base of the transport system should be strengthened in order to be able to formulate integrated transport plans and to suggest procedures and methodologies for formulating and appraising such plans at the Central, State, District and Block levels.

(3) To recommend areas in which research and development in the transport field should be undertaken and the institutional framework for carrying it out.

(4) To suggest measures for improving training facilities in transport planning and management.

(5) To recommend any other measures which the Committee may consider relevant in relation to items (1) to (4) above.

(c) The Ministry of Surface Transport is mainly responsible for the development of National Highway. The broad recommendations of the Committee with regard to National Highways are as follows:

(1) National Highways are inadequate in route length and load carrying capacity. In adequacy of certain selected stretches need to be urgently remedied.

(2) About 13,000 km. length was identified for possible additions to the National Highway grid.

श्री संजय निरूपम: मैडम, मैं उम्मीद करता हूं कि मेरे सवालों का जवाब ठीक ढंग से मिल पाएगा।

THE DEPUTY CHAIRMAN: The Minister will answer your questions, if you don't harass him ...(*Interruptions*)... I don't know whether in so much of noise the Minister has heard that the next question has been called. Please let me hear the Minister. ...(*Interruptions*)...

SHRI T.G. VENKATRAMAN: Madam, I will put it in one sentence. My friends are thinking that I have deserted them. I have not deserted them. I will answer their questions. I am coming here. I am not a stranger to this House. Don't treat me as a stranger. I was with you for six years. Please remember that ...(*Interruptions*)...

THE DEPUTY CHAIRMAN: The question is ...(*Interruptions*)...

SHRI V. NARAYANASAMY: Will you come back here once again?

श्री संजय निरूपम: मैडम् जो स्टेटमेंट मुझे मिला है उसमें उस कमेटी की दो रिकमंडेशन है, One, national highways are inadequate in road length and load carrying capacity;

दूसरी बात यह है कि

About 13,000 Km. length was identified for possible additions to the national highway grid.

मेरा सवाल यह है कि महाराष्ट्र सरकार ने मिनिस्ट्री आफ सरफेस ट्रांसपोर्ट को एक पत्र लिखा है और

11 ऐसे हाईवे के बारे में बताया है जिनको नेशनल हाईवे घोषित किया जाना चाहिए। मैडम्, उसमें सबसे इंपोर्टेंट है—वैस्टर्न कॉस्टल हाईवे। यह कोंकर्ण तट पर है। यह वेस्टर्न कॉस्टल हाईवे जो 667 किलोमीटर लम्बा है तथा चार राज्यों—महाराष्ट्र, गोवा, केरल और कर्नाटक को जोड़ता है। उसे नेशनल ट्रांसपोर्ट पौलिसी कमेटी ने नेशनल हाईवे क्यों नहीं घोषित किया? मेरा पहला सवाल है इस सप्लीमेंट्री क्वेश्चन का "ए", दूसरा है ...(**व्यवधान**)...

उपसभापति: एक का जवाब आने दीजिए।

श्री संजय निरूपम: नहीं, इसी से जुड़ा हुआ है।

उपसभापति: जुड़ता नहीं है।

श्री संजय निरूपम: मैडम्, मैं सिर्फ बताना चाहता हूं कि ...(**व्यवधान**)...

THE DEPUTY CHAIRMAN: Please do not make a speech. Let him answer your first supplementary.

SHRI T.G. VENKATRAMAN: Madam, of course, the committee has recommended, as the hon. Member has stated. In the answer itself I have given that funds furnished by means of Budgetary support have gone down to 0.6 per cent and that the funds allocated are very meagre. We have not declared any new roads as National Highways at present. We can do anything only when the funds are cleared and if I get them as I had already submitted in this House towards the end of the last Session. I am now seeking permission for a 5% cess so that I would augment all the roads which are now in a very bad shape today. I will be able to do it only after money comes to my Ministry.

श्री संजय निरूपम: मैडम्, मैं यह बतलाना चाहता हूं कि यह जो वैस्टर्न कॉस्टल हाईवे महाराष्ट्र के लिए नहीं तमाम चार राज्यों के लिए बहुत इम्पोर्टेंट है। इसी हाईवे के पास कभी आर०डी०एक्स० उतरा था जिसका मुम्बई ब्लास्ट में बहुत जबर्दस्त इस्तेमाल हुआ था। तो मेरा कहने का मतलब यह है कि अगर वैस्टर्न कॉस्टल हाईवे के लिए स्पेशल डिसीजन लेकर, स्पेशल मीटिंग लेकर उसे नेशनल हाईवे का दर्जा दिया जाता है तो वहां जो कॉस्ट गार्ड्स हैं और जो डिफेंस के एम्प्लोइज हैं, उनके ऊपर जो बर्डन आता है सिक्योरिटी पोइंट आफ व्यू से वह बर्डन कुछ कम हो सकता है। तो क्यों नहीं उसके बारे में तत्काल डिसीजन लिया जा रहा है?

SHRI T.G. VENKATRAMAN: I have taken note of the feelings of the hon. Member. In case it is declared a National Highway, I will take prompt steps provided finances improve.

SHRI JOHN F. FERNANDES: Madam, a question was put to the Minister whether his Ministry had appointed, any committee. The reply should have been, 'No.' But the Minister relies on a committee appointed by the Planning Commission in 1978 and that too for ten years. The recommendations of the committee lapsed in 1988. In 1984 two Ministries, the Ministry of Transport and the Ministry of Shipping, were amalgamated into one Ministry, the Minisry of Surface Transport. It was wisely amalgamated into one Ministry during the time when Rajivji was the Prime Minister. The purpose of this was to amalgamate road transport and sea transport. The Standing Committee of the Parliament on Transport also had pulled up the Ministry and asked them to set up a committee to have a study to amalgamate the two modes of transport. Nothing has been done by the Ministry and the Minister relies on a committee appointed by the Planning Commission. May I know from the hon. Minister whether they will take this matter very seriously because development of any country depends on the transport system. The Government of India has not given any importance to it.

Still, our highways were one-lane highways. Will the Government take this matter seriously and see that a committee is appointed to give a report, at least for the next 25 years?

THE DEPUTY CHAIRMAN: In spite of the increase in traffic and accidents on the highways, licences are given to more cars.

SHRI JOHN F. FERNANDES: The

National Highways are being privatised ...(*Interruptions*)...

SHRI T.G. VENKATRAMAN: Madam, I will take into consideration the suggestion that has been made by the hon. Member and try to see the feasibility of it.

श्री महेश्वर सिंह: उपसभापति महोदया, यह बात सर्वविदित है कि जहां तक पहाड़ों का संबंध है भले ही वह पूर्वोत्तर राज्य के पहाड़ हों, जम्मू-कश्मीर के पहाड़ हों, उत्तराखंड के हों या हिमाचल प्रदेश के पहाड़ हों, जहां यातायात का मुख्य साधन केवल मात्र भूतल परिवहन है, तो मैं माननीय मंत्री जी से जानना चाहूंगा कि क्या ट्रांसपोर्ट नीति में ऐसे प्रांतों के लिए अधिक धन के प्रावधान के लिए कोई अनुशंसा या प्रावधान करेंगे?

दूसरे, अभी-अभी मंत्री महोदय ने पांच प्रतिशत सेस के बारे में उत्तर दिया था। मैं आपके माध्यम से मंत्री महोदय के ध्यान में और इस माननीय सदन के ध्यान में यह बात लाना चाहूंगा कि इस संदर्भ में पूर्व सत्र में मैंने आधे घंटे की चर्चा उठाई थी और यह बात कही थी कि जब दोनों सदनों ने सेंट्रल रोड फंड में धन की वृद्धि के संबंध में एक प्रस्ताव पारित कर दिया तो जब भी इसके बारे में इस सदन में प्रश्न पूछे जाते हैं तो एक ही घिसा-पिटा जवाब मिलता है कि यह प्रस्ताव अभी तक केबिनेट सब-कमेटी के विचाराधीन है। जब दोनों सदनों ने यह प्रस्ताव पारित कर दिया है तो उसका पालन न करना क्या सदन की अवमानना नहीं है? यदि है तो कब तक आप इस प्रस्ताव का पालन करेंगे?

SHRI T. G. VENKATRAMAN: Madam, the question put by my friend is as to when we are going to implement it. The answer is there in the question itself. He has already answered what I have to answer. The proposal for five per cent cess which I have put up before the Cabinet is still pending with it. As soon as any decision is taken on it, I will be able to execute my work properly.

As has been mentioned by the hon. Member, we have already requested the World Bank for a loan for State Highways which include Himachal Pradesh and other hilly areas. If that also comes in, I will be able to do my work perfectly all right. The only thing is that there is financial crunch which my friend should also understand. Madam, I have taken all steps in this regard. Now it is before the Cabinet. Earlier it was just running from pillor to post. The position now is it is with the Cabinet. I hope a fair decision would be taken on it in the Cabinet.

श्री महेश्वर सिंह: मैडम.....

उपसभापति: अब हो गया आपका। .....(**व्यवधान**).....

श्री महेश्वर सिंह: मैडम, केबिनेट के पास जाने का प्रश्न ही उत्पन्न नहीं होता है। सरकार की तरफ से यह संकल्प आया था और दोनों सदनों ने इसे पारित कर दिया था। वर्षों बीत गए। अब केबिनेट में जाने का क्या औचित्य है जब दोनों सदनों ने इस प्रस्ताव को पारित कर दिया है? तो मैं यह जानना चाहता हूं कि आप इसको कब तक इंप्लिमेंट करेंगे?

SHRI T.G. VENKATRAMAN: Madam, the Resolution was passed in the year 1988. Now we are in 1995. ...(*Interruptions*)...

SOME HON. MEMBERS: We are in 1996 ...(*Interruptions*)...

SHRI T.G. VENKATRAMAN: If you want to say something, then I will sit down ...(*Interruptions*)...

THE DEPUTY CHAIRMAN: Let him speak. ...(*Interruptions*)...

SHRI T.G. VENKATRAMAN: Madam, It is due to my strenuous efforts that I have brought if before the Cabinet. ...(*Interruptions*)... Now it is before the Cabinet. Earlier it did not go before the Cabinet because, as I told you in the beginning, it was being made to run from pillar to post by my predecessors. Now I am able to bring it before the Cabinet. I hope that a good decision will be taken on it which will enable us to work effectively in this regard.

SHRI S.B. CHAVAN: Madam, I am sure that the hon. Minister is aware of article 371 (2) of the Constitution wherein three regions of Maharashtra have been demarcated and it has become the responsibility of the Governor after the Presidential Order to see to it that

the imbalances are removed. May I bring to the notice of the hon. Minister that after the reorganisation of the States not even a mile of National Highway has been constructed in the ex-Hyderabad area of Maharashtra State? This is a component which has come from ex-Hyderabad and it is forming part of Maharashtra. Now, when we consider the removal of imbalances, so far as the State is concerned, it has to be taken care of by the Governor because he has a special responsibility under article 371 (2) of the Constitution. In the context I am asking the hon. Minister whether he is aware of the fact that there are certain areas in Maharashtra where not a single mile of national highway has taken up after reorganisation. Will he try to give priority to such areas which have remained neglected?

SHRI T. G. VENKATRAMAN: Madam, my submission is, I shall take into consideration all the valuable suggestions made by the hon. senior Member. I will go into the question and try to see what is what and see to it that the imbalances are removed.

SHRI PARAG CHALIHA: May I ask the hon. Minister whether he is aware of the very ghastly state of not less than 100 kms. on National Highway No. 37 in Dibrughar district? If so, what steps is he taking for its repair?

SHRI T.G. VENKATRAMAN: Madam, I want that the question may be clarified regarding its number, etc., so that I can give him an answer.

SHRI PARAG CHALIHA: Madam, it is N.H. 37.

THE DEPUTY CHAIRMAN: It is National Highway 37. Actually, this question is a policy question. It should not be a question. A policy cannot be discussed in five or ten minutes and miles and miles or hundreds and thousands of miles of road in the country cannot be covered in just five minutes ...(*Interruptions*)... I have a delegation ...(*Interruptions*)... I know that there should be a proper discussion on Transport Policy. That is what I feel.

SHRI PARAG CHALIHA: Madam, I am speaking about the impossible state of the road. Hundreds and hundreds of kilometres of road on National Highway No. 37 is in a deplorable condition ...(*Interruptions*)...

SHRIMATI RENUKA CHOWDHURY: A Parliamentary Committee should visit it.

THE DEPUTY CHAIRMAN: Everybody travels on road. So all of us are aware what the conditions of the roads are. I have a delegation which has come to us. I welcome the delegation. Hon. Members I have an announcement to make.

WELCOME TO PARLIAMENTARY DELEGATION FROM ARMENIA

THE DEPUTY CHAIRMAN: We have with us, seated in the Special Box, Members of a Parliamentary delegation from Armenia, currently on a visit to our country under the distinguished leadership of His Excellency Mr. Babken Ararktsian, Chairman of the National Assembly of the Republic of Armenia.

On behalf of the Members of the House and on my own behalf, I take pleasure in extending a hearty welcome to the Leader and other Members of the delegation and wish our distinguished guests an enjoyable and fruitful stay in our country. We hope that during their stay here they would be able to see and learn more about our parliamentary system, our country and our people, and their visit to this country will further strengthen the friendly bond that exists between India and Armenia. Through them we convey our greetings and best wishes to the National Assembly and the friendly people of Armenia.

ORAL ANSWERS TO QUESTIONS
Question No. 182—contd.

I think, we should move to another question ...(*Interruptions*)...

SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Madam, you said that you will give me an opportunity ...(*Interruptions*)...

SHRI TRILOKI NATH CHATURVEDI: Madam, you have not given me an opportunity in the first and the second questions. I am deprived of totally ...(*Interruptions*)...

THE DEPUTY CHAIRMAN: I will give you in the third question. My observation is, the question should be pointed. This is the rule. This question does not come within the rules. You cannot discuss a policy matter in the Question Hour. There has to be a separate discussion on the entire Transport Policy and the condition of the roads now ...(*Interruptions*)...

SHRI TRILOKI NATH CHATURVEDI: Madam, I want to ask about the implementation of the policy ...(*Interruptions*)...

SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Madam, let us have a half-an-hour discussion on this so that everything will be clarified ...(*Interruptions*)...

THE DEPUTY CHAIRMAN: I agree because of the nice suggestions made by Mr. Chavan from Mahrashtra, hon. Members from North-East and hon. Members from other parts of the country.

SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Madam, if we have an half-an-hour discussion, every Member would get an opportunity to speak on this subject.

THE DEPUTY CHAIRMAN: I think it is a very serious matter.

SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: It is a very serious matter, Madam. Maharashtra is agitating to have the service charges increased. Therefore, it would be advisable ...(*Interruptions*)

THE DEPUTY CHAIRMAN: Let us discuss this for half-an-hour, one hour, two hours. But now let us go to the next question.

SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Thank you very much, Madam.

Asian Development Bank Loan for Providing Telephones in Rural Areas

*183. SHRI VEDPRAKASH P. GOYAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Asian Development Bank has approved loan of Rs. 400 crores for providing telephones in rural areas in India;

(b) if so, the conditionalities attached with the grant of this loan; and

(c) the details of utilization of this loan in the eastern parts of U.P.?

संचार मंत्री (श्री बेनी प्रसाद वर्मा): (क) जी हां। भारत द्वारा प्रस्तावित ग्रामीण दूरसंचार परियोजना के लिए एशियाई विकास बैंक के निदेशक मंडल ने हाल ही में 113 मिलियन अमरीकी डालर (लगभग 400 करोड़ रु०) का ऋण मंजूर किया है।

(ख) वह ऋण एशियाई विकास बैंक की मानक शर्तों पर प्राप्त किया गया है। ऋण भुगतान की अवधि 24 वर्ष है जिसमें चार वर्ष की ग्रेस अवधि भी शामिल है।

(ग) इस ऋण से उत्तर प्रदेश (पूर्व) दूरसंचार सर्किल के 42 जिलों के लगभग 31,788 गावों को एक-एक सार्वजनिक टेलीफोन प्रदान किया जाएगा। उन जिलों का ब्यौरा जिन्हें टेलीफोन दिए जाने हैं, विवरण में दिया गया है।